

A historical black and white photograph of a train station. In the foreground, several sets of railroad tracks curve from the bottom left towards the center. A tall signal post with two arms stands near the tracks. In the background, a single-story wooden station building with a gabled roof and a small cupola is visible. A person in a dark suit and hat stands on the platform in front of the building. To the left of the building, there are some dark, industrial-looking structures.

## Study Committee Meeting #1

October 9, 2012; 7:00PM

Room 106, Old Gregg Township School

# **PENNS VALLEY RAIL TRAIL**

feasibility study

**albertin vernon architecture, LLC,**  
with Brian Auman, Landscape Architect

# PVRT TEAM

This is who we are:



## GREGG TOWNSHIP

Pat Leary, Doug Bierley, Joel Myers,  
Supervisors

Jane Scheuzenzuber, Planning Commission

### advisors

Wes Fahringer  
DCNR

Mike Bloom, Liz  
Lose  
Centre County  
Planning

Study  
Committee

Public

### consultants

Glenn Vernon &  
Claudia Albertin  
Albertin Vernon

Brian Auman,  
Landscape  
Architect



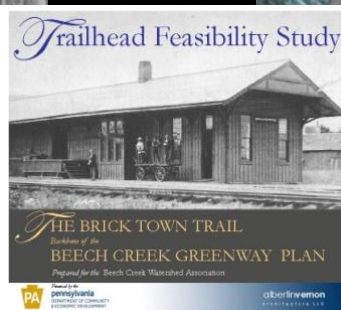
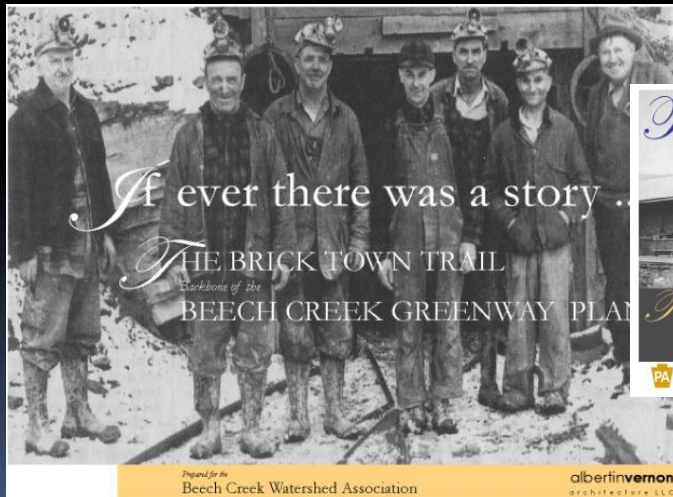


# albertin vernon

a Buy Fresh Buy, Buy Local choice  
because we bring a fresh perspective,  
we know this region well, and we  
understand how DCNR funded trail  
related projects work.



The Dam Park at Austin, an  
award winning park master  
plan that uses trails to  
connect Austin Boro and the  
ruins of the National Register  
listed Bayless Paper Mill Dam



The Brick Town Trail... a rail trail project connecting  
4 former brickyard communities in Centre & Clinton  
counties.

## EXHIBITS AT THE PAPER MILL RUINS

### OBSERVATION TOWER



AN OBSERVATION DECK LOCATED AT THE TOP OF THE TOWER WILL LET VISITORS SEE THE RUINS OF THE DAM ONE MILE NORTH AND THE TOWN OF AUSTIN THAT WAS DESTROYED WHEN THE DAM FAILED IN 1911 ONE MILE TO THE SOUTH. NEAR THE BASE OF THE TOWER, AN OUTDOOR INTERPRETIVE CENTER LOCATED INSIDE A CONCRETE BUNKER WILL HAVE DISPLAYS OF THE AUSTIN & COSTELLO LUMBER INDUSTRIES TOLD IN THE CONTEXT OF THE STAGES OF THE CONSERVATION STORY

### LUMBER HERITAGE INTERPRETIVE CENTER



### VISITORS ORIENTATION CENTER AND BOARDWALK



The trails built on top of the columns point the visitor in the direction of the interpretive center next to the base of the tower.



A BOARDWALK LOCATED ALONG THE RIGHT OF WAY OF THE RAILROAD THAT RAN THROUGH THIS SITE WILL SAFELY GUIDE VISITORS THROUGH THE RUINS OF THE PAPER MILL, WHERE THEY WILL LEARN ABOUT THE POWER OF NATURE TO DESTROY, AND ITS POWER TO HEAL AND RESTORE THIS SITE AND THE PEOPLE WHO VISIT IT. A WOOD TRELLIS BUILT ON TOP OF THE TWISTED IRON AND CRUMBLING CONCRETE PILLARS NEAR THE SOUTH ENTRANCE REMINDS VISITORS OF THE DESTRUCTIVE FORCES OF NATURE, WHILE THE LUSH PLANTING OF NATIVE FLOWERING VINES ON TOP OF THE ARBOR HINTS AT NATURE'S RESTORATIVE POWERS. SIGNAGE BENEATH THE TRELLIS DESCRIBE ALL THE FEATURES AND AMENITIES IN THE PARK.



## THE DAM PARK AT AUSTIN™

Have you heard ... the whole dam story?  
Image PA Department of Conservation and Natural Resources-PAMAP/USGS

INTERPRETIVE PANELS PREPARED BY  
**ALBERTIN VERNON** FOR THE  
2011 **AUSTIN CENTENNIAL CELEBRATION**  
41°38'31.78" N 78°05'23.15" W elev 1555 ft



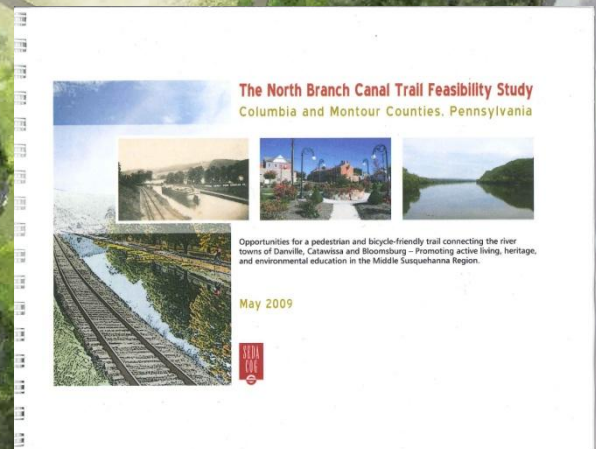
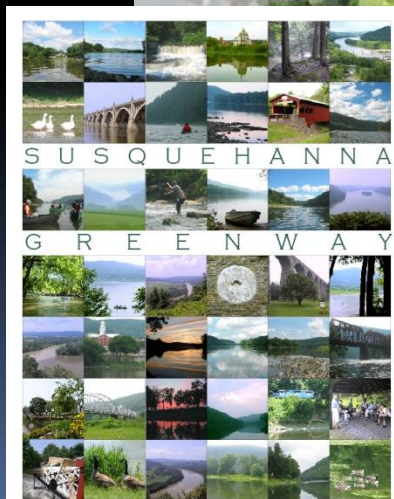
# brian auman, Landscape Architect

Brian also knows this region well and understands how DCNR funded trail related projects work.



North Central Canal Trail.

Sunbury Wetland Park



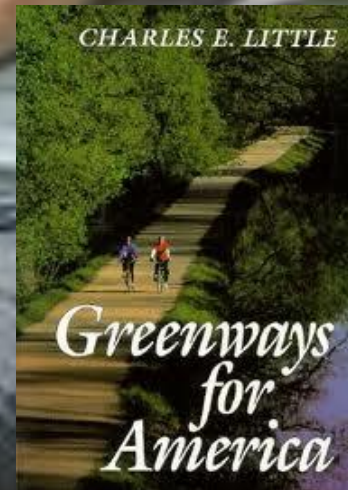
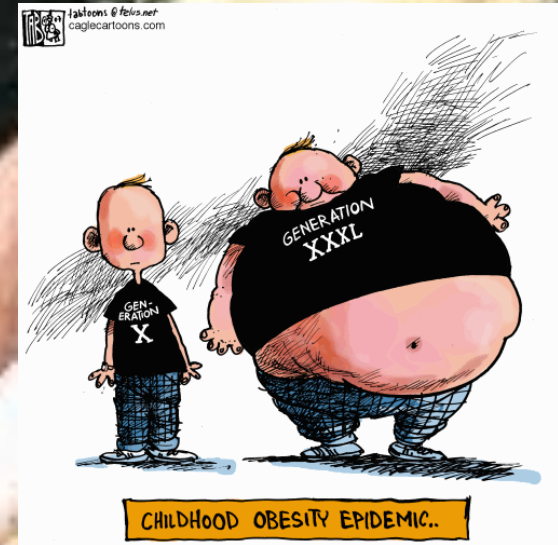


# GREENWAYS & TRAILS MOVEMENT

Origins of the greenways and trail movement in America.

*"At some time in our history when a lack of comity, indeed of ordinary civility, seems to have us in its grip, an astonishing counter-trend is taking hold – a beautiful; exception that ought to give everyone hope. I refer to the greenway movement, the effort made by a large number of wonderfully decent civic-minded Americans to link people with one another and with nature via corridors of green that run into, around, and through the places we live and work: poor places and rich ones, in cities, suburbs and the countryside.*

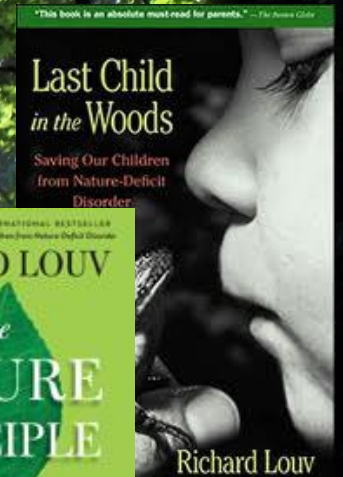
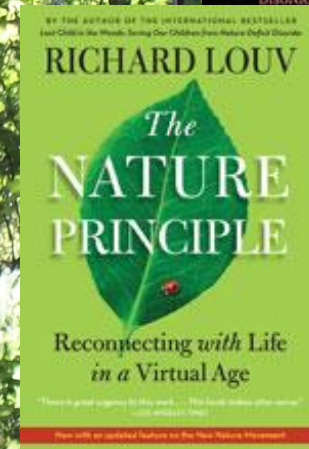
Charles Little, **Greenways for America**, 1990





# DCNR Greenway & Trails VISION

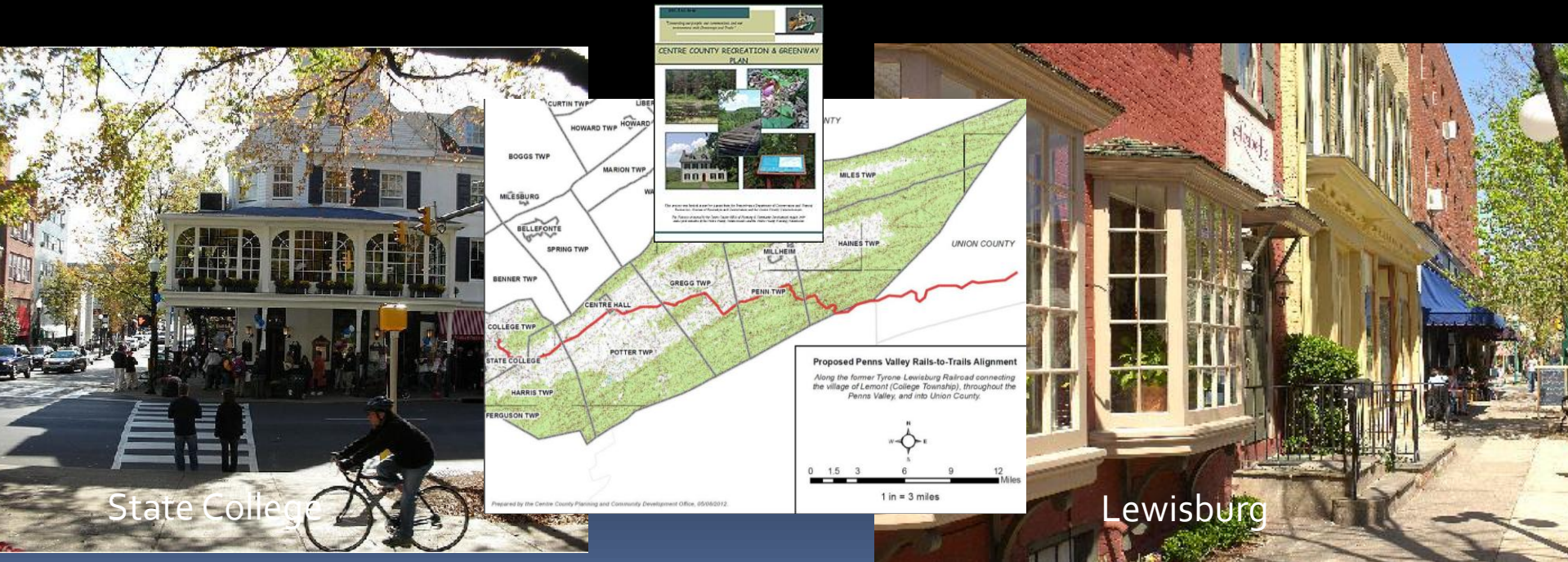
A system of greenways & trails as recognizable as the state highway system, connecting communities to each other, and to all the natural, cultural and historic resources around them.





# CENTRE COUNTY GREENWAY PLAN

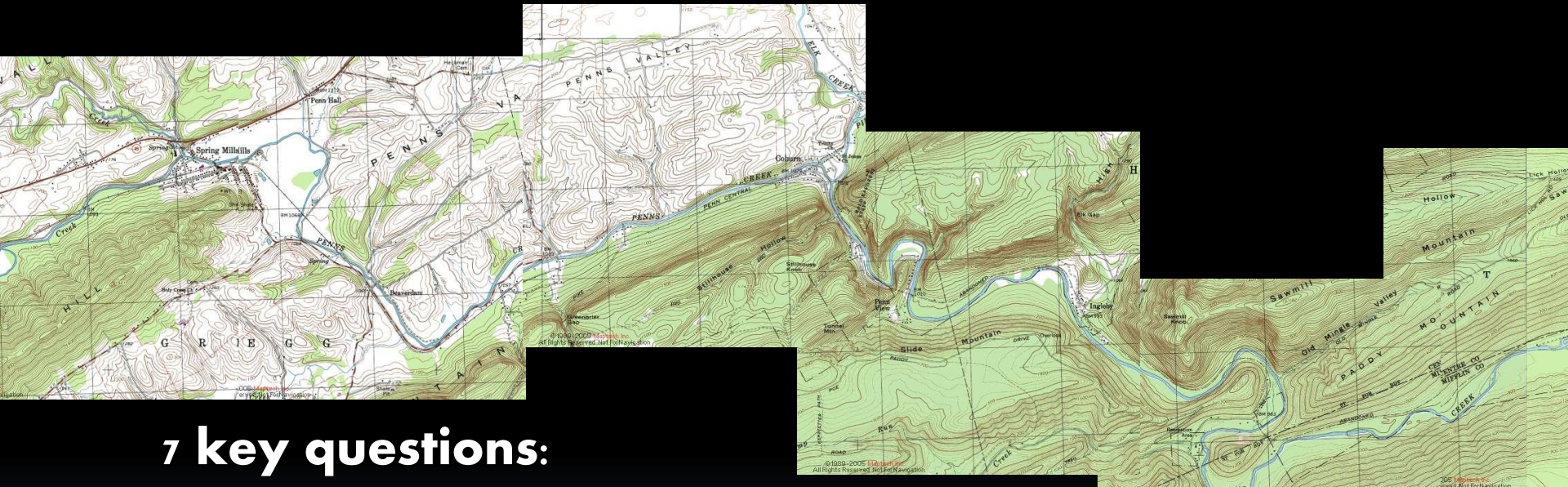
The origins of this project began in Gregg Township before the Centre County Greenway Plan was written, and was adopted by the Plan as a potential link between Penns Valley and State College to the west, and Lewisburg, another college town, to the east.





# What this feasibility study is about:

Is this rail trail project —or some portion of it- physically, financially, and politically feasible.



## 7 key questions:

1. Is it politically feasible,
  2. Is it legally feasible?
  3. Is there demand for the trail?
  4. Is it physically feasible?
  5. What will the trail look like?
  6. Is it financially feasible?
  7. How will it be managed?
- is there widespread support for this project in the community?  
who owns the ROW now, are there alternate routes?  
who will use the trail?  
what are the physical opportunities & constraints?  
how long and wide is it, can we phase it?  
what does it cost, where will the money come from?  
who will own, operate & maintain the trail?



# designing a ROBUST PUBLIC PROCESS

We want to send a very clear message to the community that we not only invite the public's involvement in this project- we want to encourage it... because there are a lot of great ideas out there, and the Township would like their support too.







We view the Study Committee as both a resource and as a sounding board, so we are as informed as possible, and make wise choices that reflect a broad cross section of the community.



There will be 4 opportunities for the public to not only learn about this project, but to actually participate in the decisions that influence the outcome of this study

**4 public meetings**





## one-on-one meetings

because we realize that some people just aren't as comfortable or as able to present their points of view at a public meeting.





# CRAFTING OUR MESSAGES



Think different.

We recognize that we live in a world that competes for people's attention with sound bite messages, seductive graphic images and a full spectrum of media outlets.

Here's to the crazy ones. The misfits. The rebels. The troublemakers. The round pegs in the square holes.

The ones who see things differently. They're not fond of rules. And they have no respect for the status quo. You can quote them, disagree with them, glorify or vilify them. About the only thing you can't do is ignore them. Because they change things. They invent. They imagine. They heal. They explore. They create. They inspire. They push the human race forward.

How else can you stare at an empty canvas and see a work of art? Or sit in silence and hear a song that's never been written? Or gaze at a red planet and see a laboratory on wheels?

While some see them as the crazy ones, we see genius. Because the people who are crazy enough to think they can change the world, are the ones who do.



# **social media**

With over 1 billion users on facebook now, we realize that social media is the way most people stay in touch and communicate today.





# LEGAL FEASIBILITY

**past**



PRR

**present**



**future**



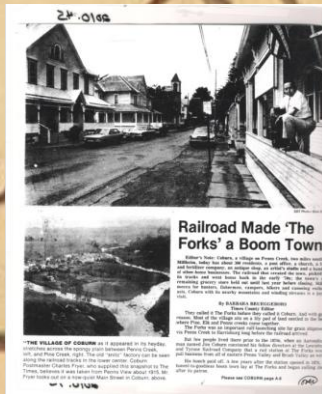
to be determined

Our first step on this project will be to find out who wants in, and who doesn't, so we can plan an alignment that works for those who do, and around those who don't.



# HISTORICAL PERSPECTIVE

Because it's helpful to know where things came from come when you're trying to figure out where they might go?



The Lewisburg, Centre & Spruce Creek Railroad (LCSCRR)





# PHYSICAL INVENTORY & ANALYSIS

We plan on spending a lot of time in the field getting familiar with both the opportunities and the constraints along the right of way?





# PHYSICAL INVENTORY & ANALYSIS

We want to understand what people's concerns along the proposed alignment of the trail might be so we can design around them...





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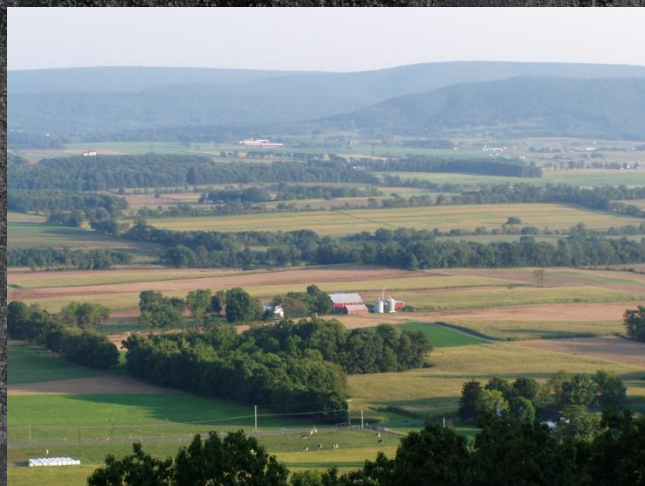
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# PHYSICAL INVENTORY & ANALYSIS

...and we want to learn about the many natural, cultural and historical features that contribute to the rural character of Penns Valley, and to the unique character of each of the towns and villages along the way, so we understand how to preserve, protect and -where possible- improve access to them.



rural landscapes



village life & character



# TRAIL DESIGN

We understand that the design of this trail is not just about connecting point A to point B in the most economical way possible.



It's also about creating a green corridor that add value to the communities it serves by connecting them to each other and to all the features and attributes around them that contribute to the life and culture of this region .

# TRAIL DESIGN

We want this project to help capture the magic of this region...

Your  
Comfort  
Zone



Where the  
magic happens

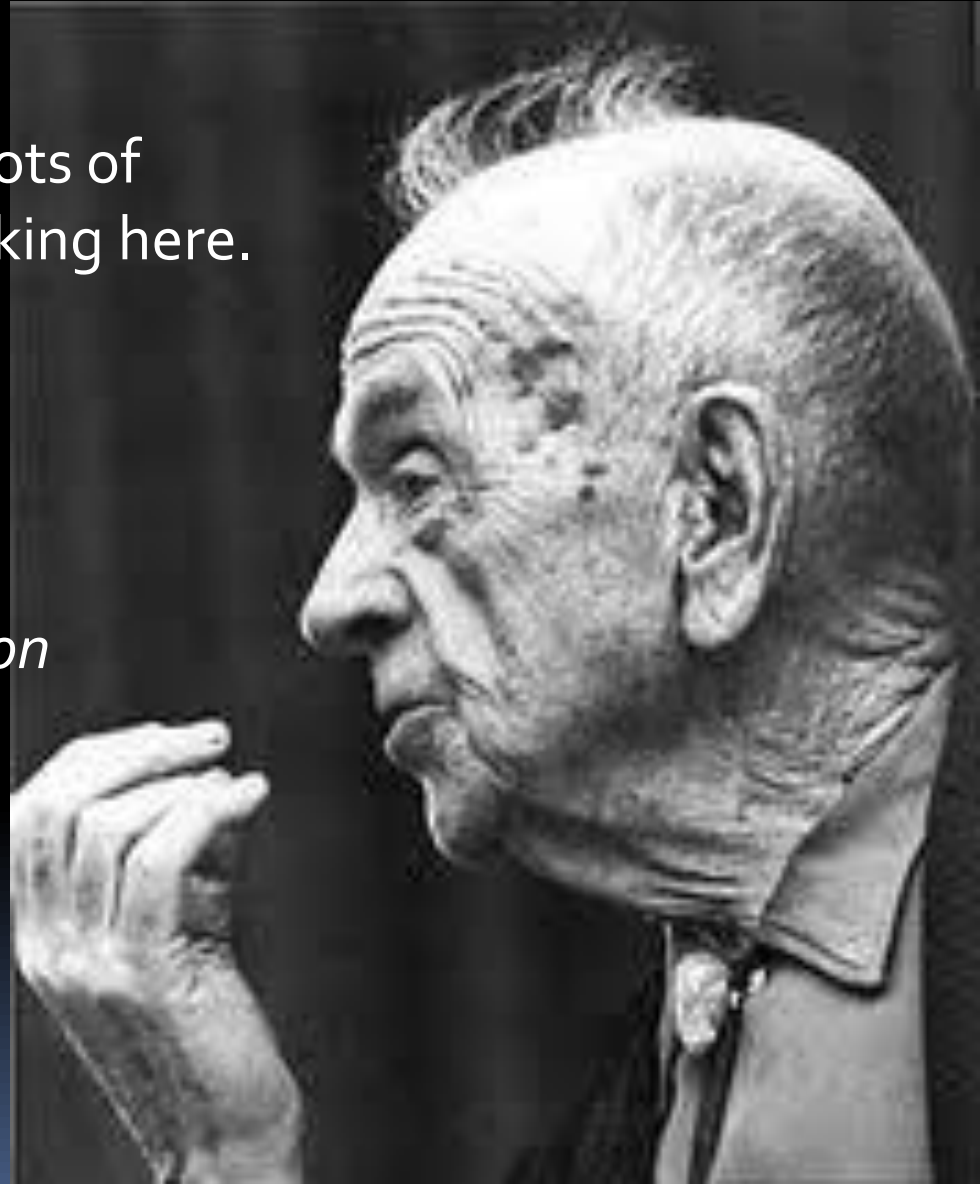


# interpretation

...so we hope to encourage lots of outside-the-box kind of thinking here.

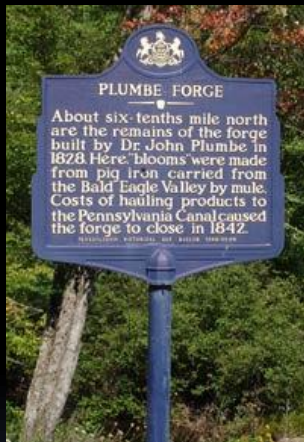
*"The chief aim of interpretation is not instruction, but provocation."*

Freeman Tilden  
Interpreting Our Heritage, 1957



# instruction

We know this is what most people think of when you say the word "Interpretation"...



history on a stick



history on 2 sticks



# telling the stories

But we see lots of possibilities for local art to tell stories along this trail in ways that may be more provocative and memorable.





# DEMAND ANALYSIS & USE OF TRAIL

Our preconceptions about who might use the trail might be wrong

Property owners  
Neighbors  
Visitors  
Amish  
English  
Equestrians  
Teachers  
Students  
Hikers  
Cyclers  
Kayakers, tubers  
Commuters  
Cross country skiers  
Anglers  
Hunters  
Wildlife watchers  
Snowshoers

Buffalo Valley Rail Trail 2012  
User Survey and Economic  
Impact Analysis

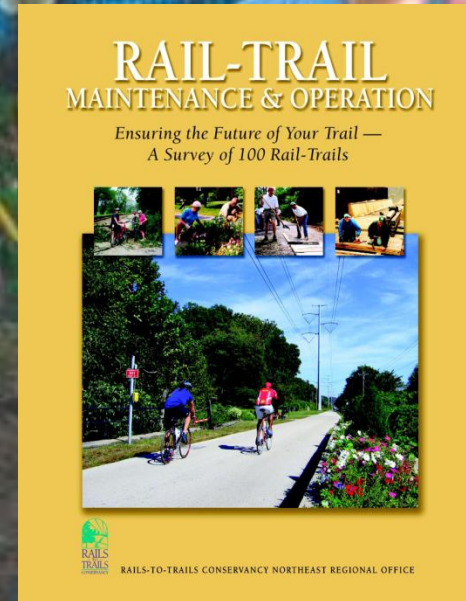
OUTDOOR RECREATION  
**PARTICIPATION**  
TOPLINE REPORT 2012





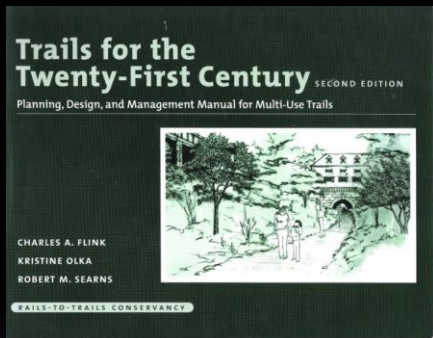
# TRAIL OPERATION & SECURITY

Who will manage, operate and maintain the trail?



# FINANCIAL FEASIBILITY

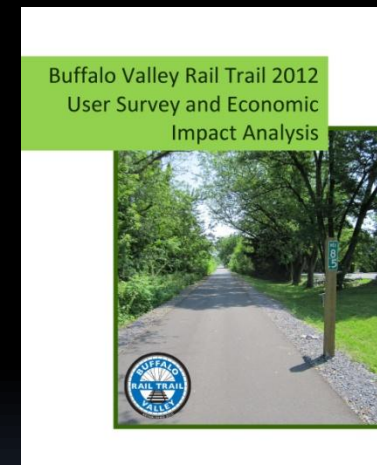
What will the trail cost, where will the money come from to pay for it, how much will it cost to maintain it, what economic impacts could a trail have on this community?



trail & ADA design standards



current cost estimates

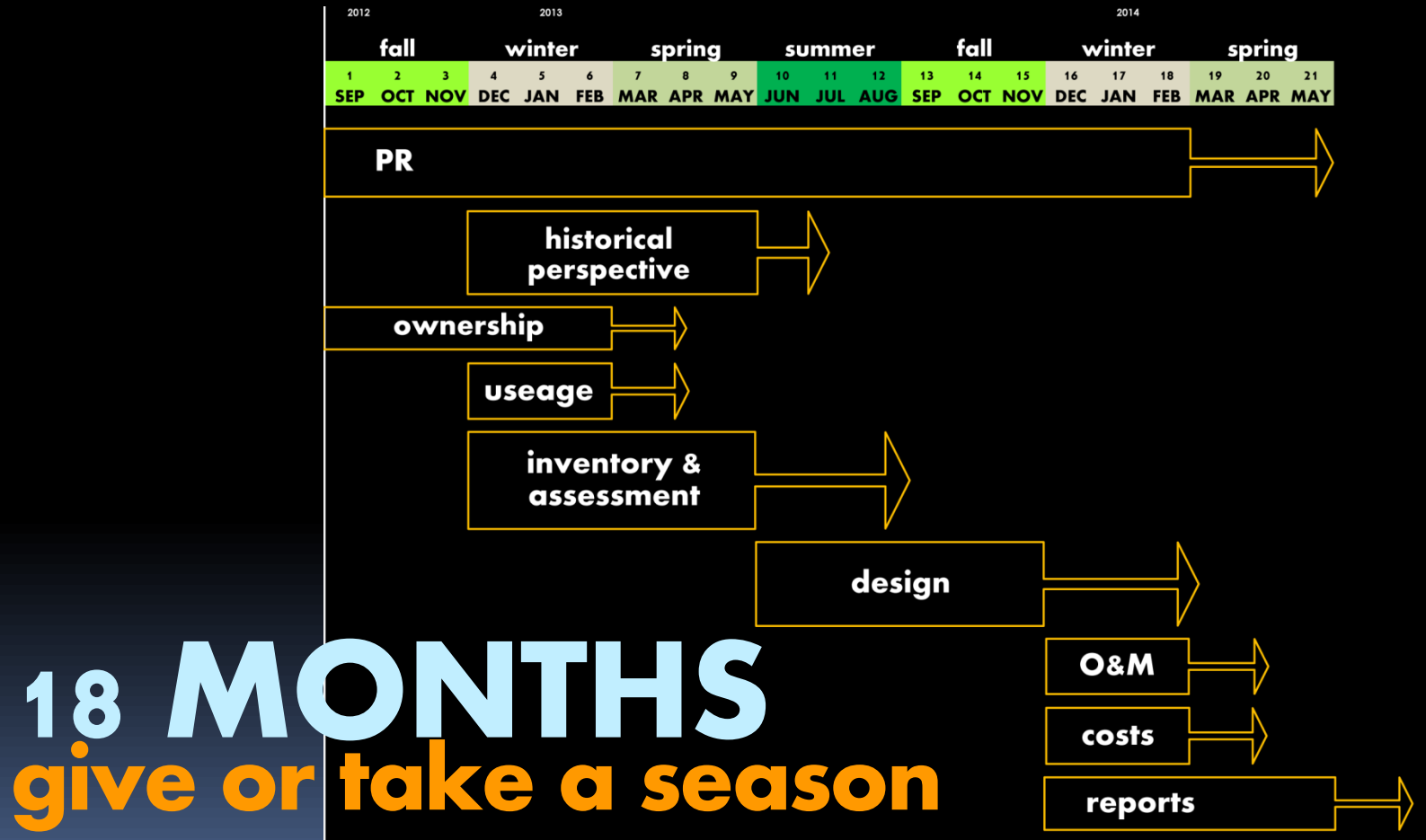


estimates of potential beneficial impacts



# SCHEDULE

How long will the study take?



# NEXT STEPS

**Next Study Committee meeting Jan/Feb**  
1<sup>st</sup> Public Meeting shortly thereafter

## **What we'll be focusing on until then:**

Meeting with key property owners

Field work on ownership

ID'ing & mapping resources (natural, cultural, historical)

ID'ing & mapping constraints





# Q&A

## **Things you can do to help us tonight:**

1. General comments, questions or suggestions on Process
2. Suggestions for Sources of Useful Relevant Information
3. Suggestions for 20 Key Person Interviews